Dressmaking

For the accommodation of those who continue to demand the services of our dressmakers it has been decided to keep Mrs. Phelps's dressmaking rooms open until the first of August. Mrs. Wright's rooms close for the season to-day. Mr. McFarland's tailoring department will accept no more work and will suspend for the summer next Wednesday.

L. S. AYRES & CO

Sole Agents for Standard Patterns.

Manufacturer of Grilles and Fret Work.

Monday's Bargain Sale Sweeps the Platter!

REMNANTS) In Drapery Mf'rs samples Cuttings from our work rooms.

and Upholstery

Suitable for covers of all kinds for chairs, cushions, etc.

232 of them at 23 cts. 321 of them at 47 cts.

All to go Monday.

Albert Gall

Carpets, Draperies, Wall Paper. 17 and 19 West Washington Street. Hardwood Floors laid, finished and refinished.



RURAL FREE DELIVERY

HEADQUARTERS FOR WESTERN DI-VISION TO BE IN THIS CITY.

Changed from St. Louis-Special Agents to Meet Here To-Day.

This city has been designated as the headquarters of the Western rural free delivery Dice, of Crawfordsville. Mr. Dice is special agent in charge of all the territory west of confinement in the dark room, without beds Buffalo and the headquarters have been at St. Louis. The work of rural free delivery but the guards paid no attention to them is thus far largely experimental. A room | At the end of the week the three men will be set aside in the government build- were led out. They were taken before the ing, but for the present the office force will consist of Mr. Dice and his stenographer

To-day the special agents of the Western territory will meet in this city and the work will be mapped out. It is expected that eight or ten of the special agents will be

NEW CATHOLIC CHURCH.

One to Be Built at North Indianapolis -Other Catholic Affairs.

Rev. Stephen J. Donohue, assistant priest

at St. John's Church, is engaged in raising a fund to build a new Catholic church at North Indianapolis. He will be in charge of building the church. Bishop Joseph H. Richter, of Grand

Rapids, dedicated a church at Louisville, Ky., yesterday. He stopped in this city on his way south and was the guest of Rev. Francis H. Gavisk. Rev. Francis Ryves, recently ordained at Mount St. Mary's Seminary, Cincinnati, is now an assistant priest at St. John's Church. He was born at New Albany and is twenty-six years old.

CITY NEWS NOTES.

Paul Bonner, a saloonkeeper at 602 South West street, was arrested yesterday and charged with selling or giving away liquor

William Page, colored, the waiter Haynes's restaurant who assaulted Alfred Duvall, was arrested yesterday by Patrolmen Lawler and Barmfuhrer.

Earl Steth, a twelve-year-old colored lad, whom it is claimed stole \$8.50 from the Summerville laundry yesterday, was arrested by Detectives Wilson and Splan, The lad claims he got but \$4.

Studying Interlocking Switches.

C. T. McCloud, one of the oldest engineers on the Chicago & Great Western Railroad. is at the Occidental Hotel. Twenty years ago he was a station agent and telegrapher on what is now the Chicago division of the Big Four road. His headquarters are now at St. Paul, Minn. His mission to this part of the country is to secure all the knowledge possible concerning the methods of operating trains by block signals in this state. His road contemplates equipping its Chicago and St. Paul divisions with a complete system of block signals and interlocking switches, and his instructions are to visit all the principal towers and interlocking plants operated by the different railroads in this vicinity and make himself perfectly famillar with their workings. The officers of the Great Western think that by following this method, instead of consulting with the heads of the signal departments of the different roads, a better understanding of the practical working of the system can be

Solid, Safe Investment. per cent. net guaranteed preferred stock. Talbett Place Company. For further information call on W. E. Stevenson, 126 W. E. Stevenson, 126

East Market street.

CLOTHING FOR INMATES

MR. ESSMANN'S MANUFACTURING EX-PERIENCE AT WORKHOUSE.

Winter Underwear Stock Completed by Prisoners-Wants to Make Shoes.

Superintendent William Essmann of the county workhouse is preparing to ask the County Commissioners to take steps make the institution self-sustaining. It will involve the purchase of machinery for the manufacture of shoes and clothing for the inmates of all the county institutions. When he entered on his duties last January he says he found that one of the largest items of expense was for shoes and clothing for inmates. At that time he suggested to the commissioners the manufacture of these articles at the institution, but his request was not acted on as the commissioners felt that as most of the prisoners were confined for such short terms they could not be profitably employed at any work re-

Since that time Mr. Essmann has introduced his plan in the institution without the co-operation of the commissioners, to the extent of putting the women at work making underwear and shirts for the inmates. With hardly any expense he has supplied all their wants and has laid in a full supply of winter underwear, as the result of his first effort. So far as shoes are concerned, he has been unable to do anything without machines. He says the claim of the commissioners that the terms of the prisoners are too short to admit of anything but common labor is not a good one, for many of his charges are in for upwards of two years and it is his experience, moreover, that the general run of shortterm prisoners are almost constantly in the workhouse serving sentences. He has not estimated the cost of putting in the ma-chinery, but thinks that when he reports to the commissioners the progress he has made without any help and outlines what he can reasonably hope to do with a little help, there will be little doubt about getney required to put the plan into operation. His plan contemplates the manufacture of all the ciothing used by the in-mates of not only the workhouse, but also the poorfarm and all other county institu-

EXPERIENCES WITH PRISONERS. Mr. Essman has some peculiar experiences with prisoners, according to his story. Some of them come in, do as they are told and go out without causing trouble. These prisoners are regarded kindly, and as much as is consistent with good discipline is done to make their confinement less irk-Occasionally, and even more frequently than otherwise, prisoners rebel against restraining authority, and the handling of these inmates requires much tact. Some of the rebellious ones are oldtimers, who ought to know better, inasmuch as they always bring upon themselves the same course of punishment, which, however, has apparently little effect except to temporarily subdue them.

The most troublesome people for the average superintendent are those who, when free, live well and indulge themselves to the limit of their pocketbooks. The strict discipline, the coarse clothes and plain fare vex such prisoners. Three such prisoners came to grief a few days ago.
They were part of a gang of swindiers which, some time ago, rented an office in the Stevenson building, from which they sent written orders to wholesale grocers for caddies of tobacco and other goods, using the names of prominent firms of this city. The goods, when secured, were soid at a reduced price. Three of the gang were given workhouse sentences and all three were disciplined about two weeks ago because they could not bring themselves to accept their condition without resistance. They were put to work in the stoneyard and did well for a few days. Recently one of them was caught talking to other prisoners, and for punishment was compelled to go without his dinner. He went to his cell, along with his friends. All agreed that they would not go to work in the afternoon unless the superintendent gave the man his dinner. When it came time for work the guards were unable to get the men out of their cells and reported the facts to Superintendent Essmann, who called the men before him. "We have made up our minds not to work until I get my dinner,'

said the agrieved one.
"Now, boys," said the superintendent, "I am going to give you a chance to go back to work without trouble, but let me tell you if I make up my mind that you are going to work you can bet you will work."
"Well," responded the spokesman, "I never found a man who could make me do anything I didn't want to do up to this

"In that case," replied the superintendent, "this is the time you will find something different than usual. Now, I am going to tell you what you will have to do. Guard," turning to one of the guards in the room, "take these men and put them in the dungeon. Keep them there for a full week. For the first two days give them two meals a day, for the next two days give them one meal a day and for the rest of the time give them nothing, not even water. At exactly this time a week hence bring them to me and I will look into their case fur-

All of them went out doggedly. For the first two days little was said to indicate superintendent, blinking their eyes in the sunlight they had not seen for a week. "Well, boys, are you ready to go back to work," asked the superintendent. "Oh, yes, sir," replied the spokesman who had been so impudent a week before. "We were ready to go to work before we had been in there a day." Since then the men have given the offi-

NOT THE SAME PRUITT.

cers no trouble.

A Deserted Wife's Inquiry of the Chicago Coroner.

The wife and the father of William F. Pruitt, who disappeared eleven weeks ago, deserting his wife and his five-year-old son, have made inquiry of the coroner of Cook county, Illinois, at Chicago, as to whether a man named Pruitt who killed himself at the Palmer House not long ago was the Indianapolis Pruitt. The coroner has replied that the man who committed sulcide was William Q. Pruitt, an inventor, forty years old and a native of Kentucky. This information has satisfied William F. Pruitt's family that he is not the man who killed himself, because he is but twenty-nine years old, is a plasterer by trade and was born in this city. Mrs. Pruitt lives with her brother, Charles Russell, of 1935 Alvord street. Six years ago she was married to William F. Pruitt, the son of John Pruitt, who lives at Yandes and Nineteenth streets. Pruitt worked at his trade for a time, but for the most part he made his living as a shoe clerk. There was a difference between him and his wife and he suddenly left the city. His wife has not heard from him. She is not on good terms with her husband's father, and she is of opinion that he knows where her husband Last night he denied that he knew where his son was located or had heard from him since he left home. William Q. Pruitt wounded a woman

named Annie Foster, who had been supposed to be his wife, and then killed himself. The Pruitts here heard of the Chicago

suicide and decided to make an investiga-The Railway Conductors' Picnic.

The Indianapolis members of the Order of Railway Conductors are preparing an elaborate programme for their outing at the state fair grounds July 13. In addition to races of all kinds there will be dancing to music by the Indianapolis Military Band and speeches by Governor Mount, Mayor Taggart, J. B. Cockrum and E. E. Clark, grand chief of the Order of Railway Con ductors. The bicycle races will be held in the morning. For each of the five events there will be three prizes. The first will be a race for conductors, the next for girls under eighteen, the third for boys under fif-teen, the fourth for any one who never won a prize, while the fifth will be a free-for-all In the afternoon there will be five harness taces, under the auspices of the Business Men's Driving Club. Entries will be for the 3:00, 2:40, 2:30, 2:20 and free-for-all classes. Three running races will be on the pro-

in heats, and a one-mile dash open to all. Entries close at noon, July 12. Already there are about a dozen well-known horses entered in the running races, and it is expected that fully twenty-five will start. The band concert and speaking will be held at night, by which time it is expected the delegations will be present from all of the nineteen lodges in the State.

A CAST OF HIS FEATURES.

One Taken of Mr. Julian by Sculptor Mahoney.

The funeral of the late George W. Julian will be held at 2:30 this afternoon from his late home, in Irvington, Rev. Frederic E Dewhurst, of Plymouth Church, officiating. The burial will be in Crown Hill Cemetery. Sculptor Mahoney made a plaster cast of Mr. Julian's face yesterday.

MANY PEOPLE EMPLOYED

THE HALF YEAR ENDING JUNE 30 HAS BEEN A PROSPEROUS PERIOD.

Indianapolis Manufacturers and Merchants Highly Pleased-Rush of Business Everywhere.

Careful inquiry among the manufacturers, merchants and business men generally gives evidence that, taken as a whole, the half year ending June 30 was the most prosperous enjoyed in the history of Indianapolis. The Atlas engine and boiler works has been employing 700 men and is so pressed with orders that no promises are given to complete new work until the fall months. At the Malleable iron works there are employed between 700 and 800 men and the concern is so crowded with orders that it will not let a man off for a day unless it is a real necessity. The Standard Wheel works employs 350 men and they are considerably behind in their orders and are working over time. E. C. Atkins & Co., in the forty-five years the establishment has been in operation have never known a year in which their business was as large. In several departments they are working over time. The Parry Manufacturing Company has over 1,400 men on its pay rolls and will not shut down for the usual vacation this season, being so crowded with orders. The several flouring mills are now and for a month past have been running nearer to their full complement of men and are running full time. The various railroad shops have for several months past been employing more men and running more hours than at any time in the last ten years. The furniture manufacturers are enjoying a boom they have not experienced for several years. The Dean Brothers report their business un precedentedly large and are employing more men than at any time in their history.

Manufacturers of other articles on large and small scales tell the same story of prosperity. South Meridian-street merchants are unanimous in their statement that the first six months of 1889 their business reached its largest volume. A member of one of the dry goods firms says their sales are 30 per cent. in excess of those of the corresponding period of 1898. A representative of one of the leading millinery firms said on Saturday that their business has been 50 per cent. ahead of any former year and would have been even better if they could have obtained all the goods they needed, manufacturers being so crowded with orders that they could not supply the demands. The wholesale grocers, says one of their number, never have done such a business as between Jan. 1 and July 1, the Indianapolis grocers having entered into new fields. Leather dealers report their sales unusually large. There has been a great demand for belting so many factories starting up. Dealers in iron and steel products have enjoyed the most prosperous year in their history. The wholesale confectioners report their trade as having been highly satisfactory.

On commission row fully one-third mor business was done in the first haif of the year 1899 than was in the corresponding period for 1898, and the produce men have had an unusually busy year. The packing houses have given employment to more men and full time than at any time in years, killing from 3,000 to 9,000 hogs a day, and about one-third more cattle have been slaughtered than in any like period, not only for this market but to be shipped as dressed meats in refrigerator cars to Eastern markets. The several cerealine mills have been quite busy but could have done Love Brothers have got the improvements for their mill completed for the time being and are giving employment to about The harness manufacturers are having a fine trade, the two establishments giving employment to three hundred or more people. One of the noticeable features is that the smaller manufacturing interests that employ from twenty-five to fifty or perhaps seventy-five men are equally pros-perous with the more pretentious estab-

Demand for Machinery. The Nordyke & Marmon Company is having an unprecedented demand for its machinery, the capacity of its immense establishment being taxed to the utmost. Some departments have been operated over time, and a largely increased force is employed in all departments. The large new two-story brick millwright shop is nearly completed, and work has been begun on a new brick building of large dimensions, which will be used for lumber storage and dry kiln. The company recently received an order from the Washburn-Crosby Company, of Minneapolis, for forty 10x36-inch double roller mills, which will be used in a new mill of 2,000 barrels daily capacity being built by that company. An order was received last week from Messrs, Heredia & Otero, of Bogota, Colombia, South America, for a complete roller flour-mill equipment of fifty barrels daily capacity. Mr. Otero's son, Daniel Otero, who is taking a course in mechanical engineering at Purdue University, is spending his vacation in Indianapolis. He has taken a position in the machine shop of the Nordyke & Marmon Company to further his studies and to gain a knowledge of flourmilling machinery. He has been in this country one year and will remain about three

Another order was closed last week by Nordyke & Marmon for a large rice-milling plant, which will be erected near Crowley, La., by the People's Independent Rice Milling Company. Besides this orders have been received for four other large rice-mil equipments to be shipped to Louisiana.

Shipments for June.

The following statement, as gathered by the secretary of the Board of Trade, shows that the shipments for June over the several roads out of Indianapolis were: Flour, 37,550 bris; wheat, 9,000 bu; corn, 3,500 bu; oats, 9,000 bu; barley, 700 bu; bran, 250 bu; hay 7 cars; cement, 5,300 brls; coal, 60 cars; coke 5 cars; cooperage, 74 cars; corn meal and hominy, 6,782,370 lbs; cotton, 38 bales; cattle, 1,127 head; hogs, 31,053 head; horses, 1,503 head; mules, 4 head; sheep, 1,392 head; eggs, 14,000 cases; fruit, 1.441,300 lbs; hair and bristles, 244,000 lbs; hides, 564,200 lbs; ice, 49 cars; iron 286 cars; lard, 6,064 trcs; lime, 10 cars; lumber, 108 cars; machinery, 268 cars; meats, bulk, 10,597,723 lbs; oil, 4,219 brls; pork, 793 brls; potatoes, 2,543 bu; poultry, 292,000 lbs; provisions, 5,192,375 lbs; salt, 7,600 brls; spirts and liquors, 16,913 brls; starch, 1,294,200 lbs; stone, 36 cars; tallow, 315,700 lbs; to-bacco, 8,815 lbs; miscellaneous, 48,607,808 lbs; merchandise, 199,093,455 lbs.

THE COURT RECORD.

Superior Court. Room 2-Martin M. Hugg, Special Judge. Benjamin F. Cline vs. Clara L. Martin Motion to strike out Lispenden's record argument heard; taken under advisement.

New Suits Filed. Ida M. Moore vs. Wesley S. Moore; suit for divorce. Superior Court, Room Annie M. Vance vs. Christopher C. Vance suit for divorce. Superior Court, Room 2. Frank B. Stewart vs. Clara L. Martin complaint for specific performance. Superior Court, Room 3.

Coming of Forepaugh-Sells Shows. The opening performance of the combined Forepaugh-Sells shows, in Madison-square Garden, New York, was most highly spoken of by the New York papers. The most novel and startling exhibition was that by Woodward's trained seals. These extraordinary animals play band instruments, fire pistols

and give an exhibtion of jugglery which a man would find difficult to do. The show will be here soon. Illness of Senator Early. State Senator Jacob D. Early, of Terre Haute, is at the Deaconess Hospital, in this city, seriously, but not alarmingly, ill. Mr. Early, who has been suffering from

time, came over to attend the meeting of the State Bar Association on Thursday. Thursday night he suffered another of the bilious attacks, which left him in an exhausted condition, and by Friday produced temporary impairment of motion on the left side of his body. Dr. F. W. Hays, who is attending him, believes that Senator Early will recover the use of his limbs in a short time, but has advised against any attempt to remove him to his home for the present.

IRON MOLDERS' UNION.

Its National Convention to Begin This Morning.

The Iron Molders' Union of North Amerca will open what is nominally its biennial convention at the Masonic Hall this morning, by which time it is expected that 350 delegates will be in attendance. It was expected that most of them would have been in the city last night, but, owing to two rail:oad wrecks, one near Baltimore, Md., and the other west of Omaha, the trains carrying the delegates from the East and the West were delayed several hours. President Martin Fox, with Vice Presidents Joseph F. Valentine, M. J. Kehoe and J. E. Roach, arrived from Cincinnati last night, and went to the Grand Hotel along with about fifty delegates from the middle

Although the constitution of the union provides for the holding of blennial conventions, it has been five years since the last one was held, at Chicago. There has been nothing before the union to make the holding of a convention necessary up to this time and according to President Fox there would not be at this time were it not that the good of the organization demands that a better understanding be had of the finances and the general condition of the union than can be obtained by the publication of reports in the official journal. There are, so far as is known, no matters of public importance to come before the convention and it is not expected that the sessions will continue long after the routine business shall have been disposed of. So far as is known there are no candidates to oppose the re-election of the present officers. The membership of the organization is given

OBJECTS TO STEPCHILDREN. Dora Marsh Tried Suicide Because They Visited Her.

Dora Marsh, aged thirty-four, living in the rear of 1319 Lee street, West Indianapolis, made an unsuccessful attempt yesterformer wife frequenting her home. She had said that if the youngsters were again and yesterday when one of the m did appear, she immediately tried to make good her promise, but the efforts of Dr. Griffith, of the City Dispensary, were so effective that she failed. She drank an ounce of chloroform and was so determined to die that the doctor was obliged to use force in administering restoratives.

Eva Paine's Attempt.

The Dispensary ambulance last night brought in Eva Paine, who about 9 o'clock was found on the back stairs of the house at 1122 West Washington street suffering from morphine taken with suicidal intent. She was revived. Despondency is said to have been the cause of her attempt at self de-

VOLUNTEER ENLISTMENTS.

Those for the Thirty-First Regiment Will Begin To-Day.

The volunteer recruiting for Indiana for the Thirty-first United States Volunteer Infantry will commence at Indianapolis this morning. Men enlisted will be at once forwarded to Fort Thomas, Ky., where the regiment will assemble for a short course of training before being forwarded to Manila. All enlistments will be as privates, the regimental and company noncommissioned officers to be selected by Colonel Pettit, commanding, after their arrival at the rendezvous. Lieutenant Rowell, recruiting officer here, will visit towns in Indiana where a number of men desire to enlist, and recruiting sergeants will be sent in advance to give information as to the requirements, which are the same as for the regular array, except citizenship and education is not required. The term of service is until June

PERSONAL AND SOCIETY.

Mrs. Frank M. Millikan has gone to Mount Clemens, Mich., for the summer. Mrs. S. A. Morgan and son Harry, of River avenue, are visiting relatives at Eliza-Mrs. Dora Pierson Longsdorf, of Boston, s the guest of Mr. and Mrs. C. A. Schmidt,

Mr. L. N. Watts and Miss Watts have gone to Chicago to visit Mr. and Mrs. George C. Watts. Mr. and Mrs. Henry Brandon are out of own for a short journey, and on their return will visit Dr. and Mrs. P. H. Jameson. Mrs. Mary Snowden, of Alexandria, Ind., will come Wednesday to visit her daughters, Mrs. S. A. Morgan and Mrs. Nettie Sater,

Mr. George C. Pearson, accompanied by his two sons, John and Albert, and Charles Scott, left this morning for a tour among the Georgian bay islands. They will spend a week at Kagawong lake, famous for

Mr. and Mrs. James I. Dissette and fam-ily will go to Charlevoix, Mich., about the 18th inst., to remain until Oct. 1. Mrs. Dissette's sister, Mrs. Ida W. Peters, of Minneapolis, who has been visiting them here, will accompany them. Upon their return they will occupy their new home, No. 1210 Park avenue.

The Commercial Traveler and Trusts. To the Editor of the Indianapolis Journal: There has been carved in marble the fabled story of a strong man wound about by a mighty serpent; he is struggling with all his might to free himself from the folds of the snake that is slowly crushing the life out of him. The American people are waking up to the fact that there is being wound about them the powerful forces of capital that will sooner or later crush out competition. Trusts are not the offspring of any political party; they are the children of greed. Great fortunes have been made and men are going crazy all over the country to centralize capital and make greater fortunes. If trusts are lawful and legitimate, and no legislation can hold them in check. the day is not distant when they will establish depots of their own from which they will distribute goods to the consumer and dispense with all jobbers and commer-

It is said by all political parties that there does not seem to be any remedy for these evils; certainly there can be none as long as corporations are able to employ the best legal talent in the country to frame laws that will be so "leaky" as to allow trusts to be formed. Is it not a truth that legislation is more favorable to corporations than it is to the masses? Why cannot laws be framed that look to the interest of the ublic good instead of the private corpora-People say you cannot reach this thing by law, as you at once deprive men of their private rights. All laws are made to deprive someone of what they think are their private rights, but which, in fact, are great wrongs to the general public. then, corporations are formed for cutting off competition in business, are they rot doing a great wrong to those who desire to compete in trade and to the consumer who wants an open market to buy in? I do not know a thing about political economy, but I know men have certain inallenable rights, and that just laws can be made to protect them in their rights. commercial traveler knows

ground he is standing on is slippery, that he, too, like all the other small fry, must get out of the way to feed the hungry maw of this monster that wants all the pi and is not human enough to give some of it to its fellow-man. But the commercial traveler has got his "weather eye" out; he is looking hard into the future, and he is sharpening his sword for the fight. He has an army of friends. Every hotel, every liveryman, most of the merchants themselves, the railroads and that innumerable host of acquaintances that he knows up and down the length of the land will be "drummed" as they never were "drummed" n all their lives before if the traveling man has to walk the plank. The traveling man is not going to quietly be sucked into the maw of the octopus. He is somewhat of an octopus himself, and he will make things mighty lively next campaign. He is a be-liever in the brotherhood of man and that a fair division of honest business is due to him that can, by small capital and honest industry, get a place in this world. The 300,000 traveling men in this country will be a mighty force in coming campaigns, and the party that reckons without them will gramme for one-haif and five-eighths mile recurrent severe billious attacks for some Indianapolis. July &

A DECREASE IN TONNAGE

FREIGHT TRAFFIC WITH LOCAL LINES FELL OFF LAST WEEK.

The New Automatic Couplers Are Causing Trouble, and It Is Possible They May Be Abandoned.

The train roords show that in the week ending July 8 there were received and forwarded at Indianapolis 28,620 cars, 21,163 being loaded, 932 fewer than were handled at this point in the preceding week. The empty car movement was large beyond precedent, the roads preparing to move the new wheat. Going back to former years the exhibit of last week is a very favoroble one, there being 4,372 more loaded cars handled at Indianapolis than in the corresponding week of 1898, 7,050 more than in 1897, 7,236 more than in 1896, 4,294 more than in 1895 and 11,841 more than in 1894. These comparisons show that the Indianapolis lines have no room for complaint of the volume of business now being moved. The falling off last week was chiefly with north and south lines, the eastbound tonnage of grain having increased, and in all other classes of eastbound freights there was no marked decrease in tonnage. Westbound business continues very satisfactory for midsummer. The new wheat crop has not yet begun to move in sufficient quantities to have a marked effect on traffic, but the numerous calls for cars on Friday and Saturday makes it apparent that the business of the coming week will be heavier. Until last year the handling at Indianapolis of 20,000 loaded cars was characterized as phenomenal, yet last week 21,163 loaded cars were received and forwarded, and it should be borne in mind that cars are carrying at least 25 per cent. more freight per car than two or three years ago. Another thing which cut down business last week was the Fourth of July; on that day no local freights were run by either of the lines. The same remark still applies regarding the | miles a month will receive \$90 per month character of business now moving; there 6,000 \$105 per month, 6,000 \$100 per month, 6,000 \$110 per objected to her husband's children by a every article in the classification list is either from here or through here to some point, which is evidence that all lines of business are prosperous. Below is given the car movement for the week ending July 8, and for the corresponding weeks of 1897 and 1898:

Penn.-Chicago div. Vandalia P. & E.-East div. P. & E.—West div..... Big Four—Chicago div.. Big Four—Cin. div.... Big Four-St. Louis div Big Four-Cleve. div

Totals

1,941 7,457 Empty cars Total car movement.. 28,620 23,327

Automatic Coupler May Be Abandoned The new automatic coupler is proving a source of great trouble and difficulty to operating officials of American railways. The Master Car Builders' standard autoa million freight cars in this country, and after the end of the year will be the only coupler used on cars running in general freight-car interchange. Some \$15,000,000 has been invested in this coupler, and it is now abandoned and the railrways adopt an auto- altered constitution. matic coupler of some other type.

The Engineering News points out that the troubles resulting from the use of the pres-ent coupler are chiefly caused by the great variety of types in service and defective design and use of inferior material in the manufacture. When the Master Car Builders' Association adopted the present Master Car Builders' type of coupler in 1887 as the standard of the association it defined the

form of the engaging hooks, but left manufacturers to vary the other parts of the coupler as much as they chose. To this action many of the present troubles are largely due. Nearly a hundred different forms of Master Car Builders' couplers are on the market to-day, and with this increase in design competition has become very keen, and in many cases quality has been sacrificed to price. The difficulties arising out of the multiplicity of designs has been seen in the spe-cific case of knuckle breakage. At present knuckles break more frequently than any other part of the coupler. The craze for variations has been carried so far that out of more than 100 knuckles in use only two or three will interchange with each other from drawbar to drawbar. This means that every railway must carry in stock knuckles to fit every coupler which is likely to come on its lines in interchange traffic or else have a car delayed on its track until the knuckle can be procured from the maker or

the entire coupler can be removed and a new one put in place. What is true of knuckles is also true of other coupler parts.

Belt Road Traffic. transfered over the Belt road 18,489 cars; Belt road engines handled at the stockyards 1,357 carloads of live stock, the receipts being the largest of any week since last November, and Belt road engines handled for private industries on its line 921 loaded cars.

Personal, Local and General Notes. In the month of June the Vandalia nandled at Indianapolis 12,268 cars, 9,208 be-

S. H. Church, assistant secretary of the Pennsylvania lines west, is spending a few days in New York. Employes of the Pittsburg, Fort Wayne Chicago will hold a pienie at Rock Point, on Saturday. The Monon lines earned in June \$321,116, against \$276,715 in June, 1898, and against

\$264.055 in June, 1887. The Baltimore & Ohio has adopted the tonnage system of rating locomotives instead of the unit system. Patrons of the Big Four on its Spring-field and Sandusky division are calling for better passenger train service. The Pennsylvania has instructed conductors to allow stop-over privileges at Cresson

on all first-class tourist tickets.

The Baltimore & Ohio has under consideration the use of electricity on a majority of its branch and suberban lines. The gross earnings of the Denver & Rio Grande for the year ending June 30 were \$936,200 over those of the preceding year. The directors of the Big Four have de-clared a quarterly dividend of 11/4 per cent. on its preferred stock, payable July 20. The line of the Illinois Central from Chicago to Omaha will be but nine miles longer than that of the Chicago & Northwestern. The four Pennsylvania lines handled at Indianapolis last week 5,112 loaded cars, 1.072 more than in the corresponding week of

In the month of June there were handled at the city freight depots of the Pennsyl-vania lines 37,269,407 pounds of freight, representing 3,835 cars. The Vandalia last week handled at Indianapolis 1,963 loaded cars, bringing in 1,054

and forwarding 909. Of the inbound business 140 cars carried live stock. The Big Four proper handled at Indian-apolis last week 9,281 loaded cars, against 7,740 in the corresponding week of 1898, an increase this year of 1,541 loaded cars. Steven A. Gardner, general superintendent of the marine district of the New York, New Haven & Hartford Railroad, died at Stamford, Conn., yesterday of apoplexy. It is thought that as a result of the conference of officials of the Chicago & Alton with the engineers the grievances the latter complained of will be satisfactorily ad-

justed. For some years the average operating expenses of the Santa Fe have been 70 per cent. of the gross earnings. President Ripley this year proposes to operate the road on 60 per cent. William F. Howell, who has resigned as general passenger agent of the Delaware.

Lackawanna & Western, had been with that road thirty years. His resignation does not take effect until Sept. 1. It is stated that there never was before

improvement made in the last few years in the build of engines requires skilled men to keep-them up to the high standard.

FIFTY MILLION COFFEE DRINKERS IN AMERICA. The latest in railway equipment is an aluminium hand car, so light that two men can readily lift it from the rails, and so durable that it will do the work of the ordi-

nary hand car weighing twenty times as The Pennsylvania Company has many thousand tons of coal stored at division points on the Panhandle and the Pittsburg. Fort Wayne & Chicago, which was purchased last spring in anticipation of strike of miners.

It is stated that the Wheeling & Lake Brie, which secured control recently of the Cleveland, Canton & Southern Railway, will cut down the grades, eliminate many of the curves and lay a heavy rail in place of the present light one. The Canadian Pacific has completed at its

shops the first of a number of passenger engines it will build. The engines are fifteen feet high, have seven-foot driving wheels and the locomotive weighs eighty tons. It is expected to haul six cars at a speed of eighty-five miles an hour. Receiver Felton, of the Columbus, San-dusky & Hocking, has issued over one mil-

ion dollars of receiver's certificates to improve the property, and the bondholders, who are displeased over the matter, say the road will not sell for enough to satisfy the holders of the certificates. For the year ending June 30 the Illinois Central earnings above fixed charges were

\$4,438,655, or 8.45 per cent. The company paid but 5 per cent. dividend for 1898 and the officials of the road say the results of the operations of the road for the year the operations of the road for the year just closed will be as favorable as for the previous year. R. D. Fowler, superintendent of the Chicago & Eastern Illinois Railroad, main line division, will, on next Saturday it is stated,

take the superintendency of the St. Louis & St. Elmo division of the company and also the new line which the road is building between Marion and Thebes. J. C. Muir. chief train dispatcher for the company, will succeed Mr. Fowler.

The reorganized Baltimore & Ohio will have enough money to put the West Virginia & Pittsburg in first-class shape, and a through service between Cleveland and the South, via Pittsburg, will be established soon. After the missing link has been supplied, Cleveland and Pittsburg passengers bound for Richmond, Raleigh, Atlanta and bound for Richmond, Raleigh, Atlanta and Jacksonville will not have to travel 300 miles west and 350 east before they start south-On the eastern division of the Wabash

lines a new wage scale has been adopted, the advance coming voluntarily and cover ing their lines in Indiana, Ohio and Michigan. Under the new schedule passenger conductors whose runs are from 3,000 to 4,000 men will receive 55 per cent and brakemen 50 per cent. of the conductors' pay. Passenger engineers are given \$3.35 per hundred miles run, with additional recompense for over time. Firemen on passenger trains are given \$1.90 per hundred miles run. About a year and a half ago the Lake Shore required its engineers and firemen to don a uniform, and it was said at that time that another order for the freight con-ductors and brakemen to uniform would soon be issued. The second order never came, and on Saturday came an order cancelling the first, so the enginemen will here-after be at liberty to wear what they please while on duty. It is said the management canceled the order voluntarily, without action on the part of the enginemen, because experience taught that the regulation was a useless one, the uniforms soon becoming no more sightly than ordinary garb. The enginemen are much pleased over the aboli-

tion of the order. There was much surprise that there was no representative of the Pennsylvania lines in attendance at the eleventh annual conin attendance at the eleventh annual convention of the Association of American Car Accountants, held in Montreal last week. The matter is explained by a letter to the secretary of the organization. The letter stated that the Pennsylvania does not feel justified in sending delegates to the meetings until a number of constitutional changes have been made by the association. One thing suggested was that auditors. tion. One thing suggested was that auditors were hardly in a position to deal with many of the matters that come before the association and that precautionary measures to safeguard the interests of the big systems were necessary. The letter also suggested that voting should be on the basis of one vote for each one thousand miles of railway. The convention appointed a commit tee to confer with the Pennsylvania people seriously urged by many officials that the whole Master Car Builders' type should be big corporation will be incorporated in an

He Had. Chicago Tribune. "Anyhow, I've done one thing you never did. I've fired on a switch engine."
"So have I—one I went to school to for six years in Missouri when I was a boy. Pinked him, too."

Detroit Tribune.

We trust that the Sampson-Schley con-troversy is not to be added to the perma-nent horrors of our Fourth of July celebra-

BIG FOUR ROUTE. The Official Route to the International Convention, B. Y. P. U., At Richmond, Va.,

July 13 to 16. \$17.30-For the Round Trip-\$17.30 From Indianapolis, and corresponding rates from all points in Indiana. Tickets will be sold 11th, 12th and 13th, good to return till July 31, with privilege of extension till Aug. 15 by payment of 50 cents and deposit with joint agent. The official train, in charge of L. A. Clark, superintendent of transportation, will leave Indianapolis at 6:20 p. m., Tuesday, July 11, stopping at White Sulphur Springs for breakfast, dinner en route, and reaching Richmond at 3:30 the next afternoon. Sleeping car rate \$4 per double berth from Indianapolis, \$3 from Cincinnati. For tickets and full information In the week ending July 8 there were call on any Big Four agent or address L. A. Clark, railway secretary, Crawfordsvi or H. M. Bronson, A. G. P. A., No. 1 East Washington street, Indianapolis.

BIG FOUR ROUTE. \$1.00-Cincinnati and Return-\$1.00. Sunday, July 16, '99. Special train leaves Indianapolis 7:30 a. m. making no stops in either direction, and, returning, leaves Cincinnati 7 p. m.. H. M. BRONSON, A. G. P. A.

Lake Muxinkuckee. \$1.00-Round Trip-\$1.00. Sunday, July 16. Special Train Via Pennsylvania lines leaves Indianapolis

7:30 a. m. Returning will leave Lake Max-inkuckee 6:30 p. m. INDIANAPOLIS TRANSFER COMPANY.

(Trunks, 25c.) Telephone 440, New and Old Company. We call for your baggage promptly day or night, and don't keep you waiting. Two men on all wagons, at no additional cost, to carry your trunks up and downstairs, This protects your carpets, walls, hardwood

floors, etc. Our carriage service is the fin-

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est and you get them when you call.

sorts. Through sleepers to Mackinac and Detroit leave Indianapolis daily at 7:10 p. m. W. W. RICHARDSON, D. P. A. BIG FOUR ROUTE. \$1.50-Louisville and Return-\$1.50. Sunday, July 16.

Special train leaves Indianapolis 7 a. m ..

returning, leaves Louisville 7 p. m. H. M. BRONSON, A. G. P. A. Increasing Its Capital. The Vernon Insurance and Trust Com-pany offers another \$100,000 of their capital stock at par. Address M. V. McGilliard, secretary, 147 East Market street, or M. B. Wilson, treasurer, at Capital National

Bank. Regular semi-annual dividends are paid by this established company. The Frank Bird Transfer Company. Carriages, broughams, cabs and victorias. Finest equipment, best service in the city. Baggage railroad check from residence to destination. Stables, 319-321 East New York street. Telephone, old or New Company, 534.

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Insure with German Fire Insurance of In-General offices, 29 South Delaware Fire, tornade and explosion. Insure with Indiana Insurance Co., 143 E

Market street. Fire, Tornado and Explosi-

so great a demand for the best class of master mechanics and superintendents of motive power. At the present time four of the largest railway systems are looking for superintendents of motive power. The great N. Pennsylvania street.

Why the Famous Firm of Arbuckle Bros. Control the Bulk of the Coffee Trade.

It is estimated that there are fifty million coffee frinkers in America. We have long since passed the mark of being the largest coffee consumers in the world, one-third of the entire coffee grown being used in America. This proportion has been steadily growing since 1881, when the total amount of coffee imported was only 79,000 tons. From Brazil, Peru. Java and Sumatra, Ceylo India, Africa, the Philippines and the Islands of the tropical seas bags, bales and barrels pour into New York city every year by the hundreds of thousands. From New York they are distributed to all parts of the country. But the greater portion of the coffee imported is retained in New York by the famous firm of

Arbuckle Bros.-the largest coffee dealers in the world. They buy more than all other dealers combined, and the name Arbuckie has become vorite breakfast beverage. This has given them great prestige among coffee growers in every part of the world; and as large buying always nakes for good buying, it is not surprising that Arbuckles' has become famous as the standard of coffee values, a standard no other house has Millions of homes in every section of the cour try to-day use nothing but Arbuckles' coffee. The

test of experience has taught the careful housewife that her faith not only means money saved, but that she is supplying the best coffee that money can procure for the coffee drinkers of her One immense advantage possessed by Arbuckle Bros. is that of being able to deliver the

coffee berry to the consumer with all its delightful aroma and flavor intact. This they do by a process, the patents of which they exclusively hold, covering the many little pores of the berry. thereby holding in its goodness. The ingredients used in the process are entirely wholesome and nothing deleterious is used to mar the delicac; of flavor or taste. Part of the success of Arbuckles' coffee has been due to the generous and unique system

used to popularize it. In each package of the coffee there is a list of articles. With each package in which the list is found the purchaser buys a definite part of some article to be selected by him or her from the list, subject only to the condition that the signature on the package is to be cut out and returned to Ar-buckle Bros. Everybody should see this list. "New Century" Caligraph

Is even stronger than previous models of the Caligraph. Incomparable light touch. Noise re-duced to minimum. United Typewriter and Sup-plies Company, Indianapolis, Ind. Auction Sale of Jewelry.

I am selling my entire stock out. Am going into another business and will sell everything Seats for ladies. No. 116 N. Pennsylvania. F. C MEDEARIS. Marcy's-place to buy watches, jewelry, diamonds and silverware. Lowest prices.

Feed your horse JANES'S Dustless Oat

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The glowing ruby shall adorn
Those who in July are born;
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SO, if you would have the course of true love run smooth, secure a ruby for a mascot; or, rather, secure it for your "best girl," and let her keep it as a mascot.

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Every good housekeeper prefers it to all other crackers. Every good grocer acknowledges the every-day honesty and service of this crisp, light and delightful cracker.

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